



MMM Celebrates 50 years!

In 2012, Maine Maritime Museum celebrates 50 years as an incorporated nonprofit institution, a significant milestone for an organization that began as a project by a small group of community-minded citizens to record a comprehensive maritime history of Bath and the Kennebec River.

From that simple, single-mission beginning, a world-class maritime museum has grown...a museum with an extraordinary collection of artifacts and documents; a museum that maintains, interprets and manages a priceless one-of-a-kind historic shipyard; a museum that provides public programming for tens of thousands of visitors annually; a museum that conducts significant educational programming for community members of every age; a museum that is a regional cultural attraction drawing visitors from across the country and from scores of countries around the globe; a museum that contributes more than \$20 million to Maine's economy annually.

Credit for these achievements belong to the original

founders and to the many hundreds of dedicated employees, trustees and volunteers who have carried out the work of the museum; to the thousands of members, businesses and contributors who have supported that work through contributions and partnerships; and to the hundreds of thousands of visitors who have brought their curiosity and their love of learning to hear, see and experience Maine's maritime history.

The Museum's leadership and staff have laid out a number of activities and events to commemorate this milestone year. Look for information about those events and activities as well as anniversary related articles in each edition of *The Rhumb Line* during 2012, in the bimonthly e-newsletter *The Lookout*, in special announcements and mailings, and in local newspapers and other publications.

Celebrate this important milestone with us by participating in as many anniversary events and activities as possible and consider making an anniversary gift to the Museum to ensure its continued success for the next 50 years.

Hidden Stories of Maine Crews in MMM collections to be revealed



The entire ship's crew, less the captain, of the four-mast steel bark *Arthur Sewall*, poses for a photo taken at Hiogo, Japan in 1902. Such photos are rare for American vessels. The photographer was likely the ship's captain, who was unusually interested in the people working for him.

by Nathan Lipfert, Senior Curator

If you were researching information on an ancestor who was a captain, or if you were a scholar looking for demographic data on sea captains, there are many places you could look – the Museum's own index of Maine sea captains or newspaper and microfilm sources, for example.

However, if you were researching a seaman, that's a different story. The name could be in various documents, such as crew lists, but those documents are not indexed anywhere. Even if you knew what port the mariner sailed

from, or the name of a ship he or she served on, you would have to sort through hundreds or thousands of documents in hopes of finding the right person. If you don't have a starting point, you are completely out of luck.

Maine Maritime Museum has long sought to make it easier for scholars and family researchers of Maine seamen to obtain such information buried among the millions of documents in its collections.

Now, thanks to a grant from The Council on Library and Information Resources that goal is closer as the Museum was one of 19 institutions nationwide to receive a

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Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

A Golden Anniversary

Sometimes it starts with a spark of passion. Sometimes it is a slowly building enthusiasm that ignites into a desire to share a committed future of shared interests. Over time, there are challenges and celebrations, births and deaths, moves from one home to another, setbacks and extraordinary accomplishments. These years together are shared with friends and often with an entire community. When a relationship endures and grows over time, sometimes there is the good fortune to celebrate a milestone anniversary. And so it is with Maine Maritime Museum in 2012!

What began as shared passion among a small group of people who cared deeply about our maritime history, has grown and evolved into a statewide institution considered one of the nation's top maritime museums now celebrating 50 years.

Museums are living organizations made up of inanimate objects brought to life by the people and the relationships formed around them. They grow and evolve over time and if they are to continue to be vital they need the same

things all healthy relationships need: attention, care, thoughtfulness, commitment, respect for the past, and good planning for the future.

At this milestone of 50 years, I hope you will think back with appreciation to the many people whose efforts and commitment brought the Museum to where it is today. I also hope you will strengthen your own commitment to the Museum's future by renewing your membership and supporting the museum as generously as you can. It is your commitment, attention, and care that will ensure Maine Maritime Museum continues to honor and preserve our shared maritime heritage.

Thank you for being part of our journey this far!

Amy Lent
Executive Director

MMM & The Apprenticeshop collaborate during Anniversary Year

This year is noteworthy for both Maine Maritime Museum and The Apprenticeshop in Rockland.

While MMM is marking 50 years as a steward of the maritime heritage and traditions that people the world over associate with Maine, The Apprenticeshop is commemorating its 40th year of teaching traditional small craft building techniques to new generations through its renowned boatbuilding school.

In recognition of their common history - The Apprenticeshop began on the grounds of Maine Maritime Museum - and the fact that both are marking milestone anniversaries, the two organizations are collaborating to shine a beacon on Maine's maritime traditions with a series of events and programs in 2012.

• Joint Boat Building Project

January through June 2012

MMM and the A-shop will jointly build a replica of the 15' Lyman Oliver pulling boat that lighthouse keeper Jacob Haley used in 1905 to travel back and forth to tend the light on Perkins Island near Georgetown and which was donated by Willard McCabe to the MMM collection in 1971. The boat will be launched in Rockland in June and raffled at the end of the year.

• Exhibit: *Honing the Edge: The Apprenticeshop at 40*

Two exhibits of photographs, documents and materials from MMM and A-shop archives will be installed in April, one in the Carriage House of the MMM Boat Shop and the other in the lobby area of the A-Shop in Rockland, that document the early days of The Apprenticeshop in Bath and the renaissance of small boatbuilding in Maine.



In this 1976 photograph, apprentices of The Apprentice Shop, then located on the campus of Maine Maritime Museum, carry a newly built Matinicus Pod to its launch site on the Kennebec River.

• Expeditionary Sail from Bath to Rockland – July 2012

In July, apprentices, staff, and guests will sail *Ruth*, the A-Shop Crotch Island Pinky, on a voyage down the coast to Bath and return to symbolize the move of The Apprenticeshop from Bath to Rockland. An armada of small craft will be encouraged to join for a portion or the entire trip. *Ruth* will make stops along the way to pick up and discharge passengers.

• Program Collaborations

Sailing programs, lectures, and workshops will be offered in Rockland and Bath to members and supporters of both organizations to expand the learning opportunities and take advantage of each organization's unique capacities.

SATURDAY, APRIL 28

Something for every interest at Symposium

The 40th Annual Albert Reed & Thelma Walker Maritime History Symposium will be held at Maine Maritime Museum, Saturday, April 28, 8 a.m. to 5 p.m. The theme for this year's presentations is "The History and Future of the Maritime Experience."

Because of the broad topic, a wide spectrum of speakers will present at the symposium, ranging from academic historians and museum professionals to mariners and boat builders. Speakers have been asked to address how the past informs or shapes the present and the future within their topic area. After all, in the maritime world, tradition and change combine to define the present-day experience whether the speaker is a boat builder carrying on a long family tradition, an historian relating details about a port city or a seafaring profession, a Coast Guardsman discussing the change in lighthouse operations, or a professional mariner speaking about the educational uses of modern but traditional sail training vessels.

A roster of Symposium speakers and an agenda for the day's activities are available on the Museum website at www.MaineMaritimeMuseum.org. Tickets can be purchased online, by telephone at (207) 443-1316, ext. 0 or by mail. A printed flyer with the schedule of events and a mail-in registration form will be mailed to members in mid-March.

Registration fees for the symposium are \$60 for Museum members, \$70 for nonmembers and \$35 for students. The fee includes all lectures, continental breakfast, lunch, fish house punch, dessert and coffee.



Man atop fishing schooner foremast in Portland Harbor, circa 1920-1930. Charles G.H. Evans photograph. MMM Charles Burden Collection.

Those who can't attend but who would like to help support the Symposium's future are encouraged to make a donation online via the Museum website. Simply click on the "Donate" link at the top of the home page, then click "Donate Online NOW." Indicate your donation is for Symposium support on the donation form.

For more information, contact Senior Curator Nathan R. Lipfert, at lipfert@maritimeme.org.

Paint & Treenail Building preservation work begins in spring



The interior of the Paint & Treenail Building shares many stories with the observant visitor.

Restoration work on the 104-year-old Paint and Treenail Building will begin in early spring thanks to a \$10,000 grant from Tourism Cares that was matched by a grant from the Charles R. Niehaus Fund.

The building, constructed in 1897, is the oldest of the five still-intact original buildings of the Percy & Small Shipyard, which constitute the only U.S. shipyard of large sailing ships still in existence. The shipyard site is on the National Register of Historic Places.

The shop was designed and built with its 2nd and 3rd floors suspended from the building's roof joists instead of resting on columns from the floor beneath. While this unusual design feature benefited the building's purpose when constructed, it has become a concern as the foundation piers upon which the building rests have shifted over the years.

Visitors currently are restricted to the main floor of the 2.5 story, 30-foot by 40-foot building. There they see some of the original types of tools used by craftsmen to make the treenails (pronounced 'TRUN'nels') for the giant schooners built at the shipyard, hear the sounds that would have been typical in the building when it was being used for its original purpose, and learn about a shipyard fire that almost destroyed the building.

Grant funds will be used to support the restoration work of the building including correcting shifting foundation piers and wall-roof separation, window sill repair, and exterior painting.

The Museum was one of only twelve organizations worldwide selected in 2011 to receive a grant from Tourism Cares, a U.S. based nonprofit whose mission is to preserve the cultural heritage travel experience for future generations.

Tourism Cares works to preserve the travel experience for future generations by awarding grants to natural, cultural, and historic sites throughout the world, hosts unique volunteer restoration projects designed specifically for travel professionals, draws corporate leaders and individuals together to share in the conservation and preservation of treasured cultural and historic sites, and grants academic and professional development scholarships to tourism and hospitality students and professionals.

Reed & Reed gives Lobstering Exhibit facelift

The Museum received a greatly needed and much appreciated gift during the holidays when windows were installed in the Lobstering and the Maine Coast exhibit building.

A crew from Reed & Reed, the Woolwich-based construction firm known throughout New England for its bridge and wind turbine work, did the installation, while Hammond Lumber provided the windows at a greatly reduced cost.

Jim Wentworth of Reed & Reed was the project manager for the work and the installation crew consisted of Andy Markham, David Gordon, Dustin Baughman, Don York and Jay Sears. Bob Taylor, in the Reed & Reed shop made new louvers for the window casements.



"We are so grateful to Reed & Reed for making this happen, and to Hammond Lumber for stepping up to help with the cost of the windows," said Amy Lent, Executive Director. "The building and exhibit need a major upgrade and the windows were the most pressing issue."

"We are working hard to ensure the campus looks its best for the 50th Anniversary. We continue to look for additional in-kind and financial assistance from private donors to help us achieve that goal," she added.

A grant request has been submitted to the National Endowment for the Humanities to help fund a planning grant for an update to the Lobstering Exhibit and sponsors are being sought to fund the upgrades.

EXHIBITS

Catch it before it sets sail

Port of Portland: A Ship-Shaped History

On view through May 13, 2012



A vision of the history of Maine's Gateway City as portrayed through the vessels that have brought hope, grief, sustenance, prosperity, disappointment, and a good day's work to the region's people...a series of vessels as diverse as the different eras they represent.

Sponsored by:



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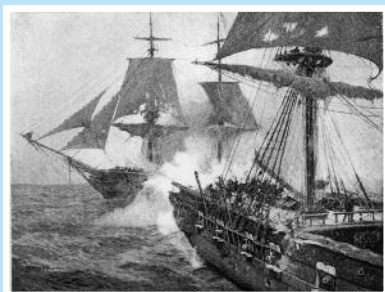


A bicentennial summer exhibit

Subdue, Seize & Take: Maritime Maine and the War of 1812

On view May 26 through October 12

Opening reception, Friday, May 25, 5 to 7 p.m.



A view into the maritime goings-on of the District of Maine in the fractious atmosphere of double-dealing, defiance, subterfuge, vitriolic satire, confusion, and propaganda that the 1812 War brought to its coast. From the Eastport "Flour War" and the sacking of Hampden to the alarming frolics of the Royal Navy threatening the partially-built USS *Washington* at Kittery, this war was above all waged passionately in Maine, and is due the appreciation that its bicentennial demands.

A Wreck on McGlathery

by Nathan R. Lipfert, Senior Curator

Late last summer, as I was sailing on the Maine-built schooner *Heritage* among the islands of Merchant Row south of Deer Isle, we sailed past one of the larger islands, McGlathery, which made me think, as it always does, of the wreck of the three-mast Rockland schooner *Wawenock*.

McGlathery supported a number of families at one time, enough for the town of Deer Isle to establish a school there in the 1840s, and to fill a sad little graveyard with victims of the 1873 diphtheria epidemic. No one lives there now, most of the gravestones have been pilfered, and the wreck is undetectable unless you are there at low tide and know just where to look. Yet, I find it an evocative place, and it reminded me that the Museum recently received photographs of the wreck, taken by Captain Roswell F. Eaton.

The story of the wreck is well told in Bertram G. Snow's *The Main Beam*, published in 2005 by the Rockland Historical Society with massive contributions of research and photographs by Captains Doug and Linda Lee, my hosts on *Heritage*.

The 325-ton *Wawenock*, loaded with granite curbing stone, was sailing from Sullivan, Maine, toward New York in December 1928. After temporarily snagging on a ledge in Jericho Bay on the 30th, Capt. Anders Anderson stayed in the area, waiting for better weather.

The morning of January 10, anchored east of Isle au Haut, the crew awoke to a southeast snow storm, blowing hard. Capt. Anderson decided to raise anchor and sail up the bay despite extremely poor visibility. The schooner struck the ledges on the west side of Fog Island. Hearing water

pouring into the vessel, the crew, not waiting for orders, lowered the yawl boat and left the schooner. Soon after, *Wawenock* (still under full sail) freed herself from the ledge and continued on her way, with the yawl boat following.

Eventually, the schooner ran on the rocks on McGlathery Island, and the crew continued to Stonington to report. The next day Captain John I. Snow, representing owners I.L. Snow & Co., arrived to survey the situation and concluded that the uninsured schooner was a total loss. Soon after, the Rockland steam lighter *Sophia* came to McGlathery to salvage the insured cargo of granite curb stones, the *Wawenock's* masts and other gear.

I associate Captain Roswell (Ross) F. Eaton, a Brooklin, Maine native, with steamers and tugs, although he commanded the Rockland schooner *Lucy R.* in the 1920s. As a naval reserve lieutenant during WWII he commanded USS *Satilla*, a George Lawley-built steam yacht used as a mid-coast Maine patrol vessel. He died in Rockland in 1976.

His scrapbooks and photograph albums (many of the photos he took himself) are filled with images of his travels all over North and South America, and into the Pacific islands.

Captain Eaton may have worked aboard *Sophia* in some capacity, for his pictures show that he was on board when she was working on *Wawenock*.

This is an abbreviated version of Nathan's article and due to space limitations we are only publishing one photograph. The full version of the article and additional photographs are posted on Nathan's blog, The Main Brace, on the Museum website. Simply click on the blog link at the top right of the home page.



Capt. Eaton's view of the wrecked *Wawenock* with the wooded shore of McGlathery behind. Curbstones can be seen scattered about the deck, and unfurled sails droop. You can see the unusual forward house built into the raised forecastle deck, combining space for steam hoisting engine, galley, crew's quarters, windlass and other functions all in one. You can see the boiler uptake and stack for the donkey engine to the right of the foremast, and the open hatch over the galley stove to the left. The door to the left of the house probably goes forward to the crew's forecastle.

A Sterling Tale

A personal account by Chris Hall, Curator of Exhibits

It was the word “silver” that snapped me back, alert as a gull at the Fat Boy Drive-In, from my trance in the engine room of the Portland harbor tug, *Andrew McAllister*.

I’m a curator; hunting artifacts is my game; you know, the cool stuff that people expect to find only at museums. Sometimes I troll in our basement, which still conceals little surprises, but for big game I gotta go farther afield. Why, just a year ago, I was hot on the trail of a tail assembly from a P-3 naval patrol aircraft – the MAD boom “stinger,” if you really want to know – when it melted away in a messy bureaucratic thicket west of Tucson, involving NOAA, Customs & Border Protection, and the U.S. Forest Service. The acronyms were flying hot and heavy, and I had to... but that’s another story.

So I was prowling the waterfront in old Portland town, sticking my nose into some dives, looking for quality material to use in the *Port of Portland* exhibit, aka Po’P, when I first picked up rumors of the silver.

I had weaseled my way through a security gate and down a long industrial wharf, to be met by a tugboat guy, who beckoned me through a nondescript side door, up an echoing metal stairway, through a string of stale dark hallways to the only occupied office in the whole city-block-sized complex. I had entered a nest of tug guys passing the time until they got a vessel call.

Their office had one window, through which could be seen their reason for manning this outpost in an otherwise neglected wasteland of beige-carpeted dinginess: two mammoth red behemoths of floating horsepower, snugged to the wharf below and emblazoned with the twin white funnel stripes of the McAllister line.

After some palavering, I scored a tugboat model and a fifty-foot length of Proton-8 hawser for the Po’P; but I knew something was up when the tug guys offered to show me around one of their boats. I followed them down a rickety ladder onto the deck of the *Iona* and crossed over to the *Andrew*, which was rafted up outboard. As I clambered down into the quiet of the big tractor tug, they poured me a mug of engine room java. I was drinking in all the gleaming machinery, idly stroking one of the twin 3000 horsepower Schöttel Z-drives, when the conversation, which had been rambling along about a nasty weather system off Hatteras, got real interesting, real quick.

“We need to show you something. Something we’re worried about,” said one



Four of the sixteen pieces that make up the USS *Portland* silver service.



A detail of the engraving from the platter indicates the date the service was presented to the ship.

of the captains. So I followed the procession back off the tugs and up into the darkened reaches of the building, winding through several more suites of empty trash-strewn rooms.

“They use this place for police training,” as they gestured at some fist-sized holes in the drywall. A cheap mahogany door was opened, and my pulse quickened.

It was clear it hadn’t been polished in some years, but even in its neglect, the silver still gleamed in the murky light – pitchers, urns, creamers, platters, and multiple candlesticks, ranked inside a tall dusty display case. A big mother of a tray squatted in the middle of the hoard, engraved, “Presented to USS *Portland* by the Citizens of Portland, Maine, August 10th, 1934.” The warped gears of my acquisitive mind quivered like a South Florida panther about to pounce on a fat sugar glider.

I drew myself up, surreptitiously wiping the drool from my stubble, and assured the tug guys in a creamy curator’s tone, that perhaps I could help with the situation. I got a name and a number from them, and headed back to the office to do what I do best – beg and wheedle.

After a few calls to the Navy silver storage officer (yeah, the USN manages ship silver; they got \$13 mill in inventory), turned out that the USS *Portland* sterling was in limbo, that I was doing everyone a favor by getting MMM to take over responsibility for the stuff. So it all worked out, kinda: we went public with the pots and pans, all polished up nice and on view with the Po’P.

Only one hitch – in the discussion on the dock that netted us \$27K of sterling, I ended up with a \$15 parking ticket from the Portland City fathers – and my boss won’t pay it. Hey, that’s life on the artifact beat. Some days it don’t pay to get outta bed.

Hidden Stories of Maine Crews in MMM collections to be revealed

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2011 Cataloging Hidden Special Collections and Archives grant. The \$125,600 grant, funded by the Andrew W. Mellon Foundation, will fully fund the cataloging portion of the project. Already, Anastasia Weigle and Tracy Lamaestra, both of whom worked for MMM on the Capt. W. J. Lewis Parker collection, have begun work on the 18-month project.

Forty-four separate manuscript collections occupying 133 linear feet of library shelving will be cataloged. The hundreds of thousands of pages of documents include numerous Maine sea captains’ business papers, crew lists and voyage accounts, some ship owners’ and customs house records, and a shipping agent’s records. The cataloged information will then be entered into a database on the Museum’s website, so that future scholars, researchers and the general public will be able to find these collections.

Staff and volunteers will then build a second database – the Merchant Mariners Muster – of information about the individual sailors extracted from documents in these collections. This second database will also be accessible through the Museum’s website.

Information about thousands of men and women who made up the crews of Maine vessels from the late 18th century through the early 20th century will be uncovered. Most of the individuals documented in the collections are merchant mariners, but there are also some fishermen and naval seamen represented among



Seamen aboard the Maine six-mast schooner *Wyoming*, sometime between 1909 and 1924. These are seamen only – no officers or idlers, such as the cook or steward.

the materials. Although all of the collections relate to Maine, they document travels to major and minor ports all over the world, so are a valuable resource for the exploration of maritime history worldwide. The project is expected to be completed next summer.

Museum Happenings and Highlights

Happy couple sends Thanks!

The following letter was received from a bride and groom whose wedding was held in Long Reach Hall last summer.

"Thank you so much for making our dream of a laidback, fun, and maritime-themed wedding party a reality! I appreciate all the little things, like giving the caterer and my family extra time to set up, and allowing Captain Ethan to use the docks (as well as us!). The party was just as we had hoped – and the weather... WOW! My parents have taken to bringing their grandsons to the Museum frequently to enjoy the exhibits – what a perk! Our guests at the party also really enjoyed the Museum and grounds..."

Best,
Emily and Gregg
Freeport, ME



The Museum hosted a record number of private ceremonies and receptions during 2011. From weddings ceremonies on the Fitting Out pier to dinner and dancing in Long Reach Hall, hundreds of guests at dozens of events enjoyed the Museum's stunning riverside location. There are still a few open dates in 2012, so if you're planning any kind of celebration or gathering, make it an historic event by holding it at Maine Maritime Museum. For more information, email facilityrentals@maritimeme.org.

Hampton boats have new missions

The two Hampton boats that had been on view near the fitting out pier in the Percy & Small Shipyard for the past several years have been given to two mid-coast organizations that plan to restore the boats to operating condition and use them in training programs. Both of the boats were built in The Apprentice Shop when it was located on the Museum campus.

The Chewonki Foundation in Wiscasset happily took ownership of the white-hull "Phippsburg" Hampton boat and plans to use it as a sail training vessel for the young people taking part in their programs. Unnamed, this 22'6" boat was built in 1982. Its lines were taken off a half-model in the Smithsonian Institute of a boat built before 1879 in Phippsburg, Maine.

The green-hull Hampton, named *Elijah*, was, in a manner of speaking, returned to its "homeport" as it was given to The Apprentice Shop in Rockland. *Elijah* was in greater need of repair, which The Apprentice Shop plans to do as part of training. Built in 1977, the 23'4" boat was replicated from a double-ended boat at Mystic Seaport Museum in Mystic, Conn. The original was built around 1846 and was owned by Rev. Elijah Kellogg of Harpswell, Maine. Future use of the boat is as of yet undetermined – whether to sail again or perhaps pull "shore duty" as a display.

The name Hampton boat derives from Hampton, N.H.



where the type originated. The design is also known as a Hampton Whaler, Labrador boat and New England Boat. In Southeastern Maine the Hampton boat became dominant in the inshore fisheries by 1900, and, because it adapted well to power, it evolved into a version of the modern lobster boat.

It's a bit sad to see the two boats go, having been a part of the Museum landscape for more than 30 years. But the Museum is pressed for boat storage space and lacks sufficient resources to repair and store non-historic vessels. It's good to know they'll be well cared for and serve useful purposes in their new homeports.

Experience Maritime Maine project moving full speed ahead

Last year, as the leading maritime cultural organization in the state, Maine Maritime Museum was awarded a \$68,000 grant from the Maine Office of Tourism to conduct a marketing promotion in conjunction with its 50th Anniversary celebration to showcase the many maritime-related activities in Maine during the summer of 2012.

The promotion, called *Experience Maritime Maine*, centers around radio advertising in the greater Boston, Cape Cod, Providence, R.I. and coastal Connecticut markets that will drive listeners to a dedicated website with information about the wealth of maritime activities in Maine. The campaign also includes producing and distributing a printed brochure in both English and French and a multi-network social media campaign. Each piece of the campaign notes that the project is a part of Maine Maritime Museum's 50th Anniversary.

Experience Maritime Maine spans the breadth of maritime and coastal lifestyle activities, such as visits to historic sites and museums, family festivals, celebrations of coastal



food, outdoor recreation, art installations and scenic travel. The project goal is to consolidate information from all of these diverse activities and events and present them to the potential visitor in an easy-to-use format.

In August, a project coordinator was hired to lead the effort. Erin Bishop's first step was to liaison with local communities, chambers, nonprofits and businesses to inform them about the project and to gain support so that *Experience Maritime Maine* provides an exciting and alluring, conveniently-packaged experience for cultural tourists.

Response has been overwhelmingly positive and the pieces of the campaign are taking shape. The accompanying logo was designed, the brochure has been drafted, radio air time has been purchased, internet addresses have been identified and purchased, the website home page has been designed and the site is under construction.

Watch for more news and get ready for an exciting summer of maritime adventure.

Museum Events

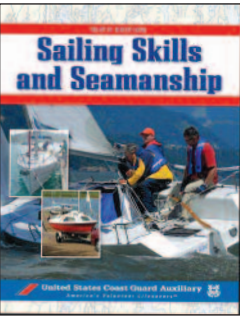
An Evening of Fishermen's Poetry & Song

March 15
5:30 to 7:30 p.m.
DiMillo's On The Water, 154 Commercial St.
Portland, Maine
Members \$5; nonmembers \$7

Maine Maritime Museum's first fishermen's poetry reading, called *Voices of the Sea: The Poetry and Song of Maine's Fishermen and Those Who Work on the Water*, will showcase readings by those who earn their livelihood at sea as they examine their water-borne careers through song and poetry. Among the singers and poets presenting their work will be Rockland folksinger and sailor Gordon Bok; Stonington lobsterman Frank Gotwals; Stefanie Alley who lobsters from Islesford; and former Coast Guardsman turned folk musician and humorist Kendall Morse. A cash bar will be available.

Navigation Classes

Sailing Skills and Seamanship Course
Tuesday & Thursday evenings; March 6 to March 22
6:30 to 8:30 p.m.
Members \$70; nonmembers \$75



Improve your sailing skills. This course, taught by members of the Coast Guard Auxiliary, is designed for both experienced and novice sailboat operators and covers a broad range of information from sailboat types to reading the wind, plus navigation aids and rules of the road, skills taught include basic maneuvers, docking and anchoring. An optional boating safety certificate exam will be administered, a requirement in most states and Canada.

Suddenly In Command
Tuesday, May 15 & Thursday, May 17
6:30 to 8:30 p.m.
Members \$40; nonmembers \$45

An ideal course for all private boat PASSENGERS. What would you do if an emergency arose while boating, and you were suddenly in command? Could you get help? Get to shore? What should you do? You and the skipper will both enjoy your voyage more knowing you can respond if needed. All required materials are included.

Navigating Mid-Coast Maine
Mondays; June 4 to June 25
6:30 to 8:30 p.m.
Members \$80; nonmembers \$85



Learn how to navigate and make boating more enjoyable. In this introductory course you'll learn the basics of reading nautical charts and about

navigation aids, using a chart of the Boothbay area. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude and dead reckoning are explained. The chart and a handout on navigation principles are included in the course fee. A parallel ruler and dividers are needed, which are available in the Museum store.

Calling all boat lovers: Mug-Up!



If you love small craft and traditional boat building, Maine Maritime Museum has a new event series you don't want to miss. It's called the "Boatshop Mug-Up Series." On the 2nd Thursday in March, April and May, join with other small boat enthusiasts like yourself at the Boatshop for a cup of coffee, a little warmth from our wood stove and a discussion or presentation about boat building related topics.

March 8, 6 p.m.
What Boat Carpenters Argue About, or I Never Saw it Done That Way Before
Members \$3; nonmembers \$5

Author Will Ansel of Georgetown, ME, will discuss and sign his new book "What Boat Carpenters Argue About, or I Never Saw it Done That Way Before," showcasing the many idiosyncrasies of wooden boats and how difficult it is for builders to agree on anything. A lifelong boat builder and sailor, Will previously worked in the Museum's original Apprentice Shop as well as the Mystic Seaport boat shop. His book will be available for purchase.

April 12, 6 p.m.
Charlotte: A Wooden Boat Story
Members \$5; nonmembers \$7

This wonderful documentary film is about tradition, craftsmanship, community and a love of the sea. In 1980, Ross Gannon and Nat Benjamin established a boatyard, the Gannon & Benjamin Marine Railway, on Martha's Vineyard to design, build and maintain traditionally built wooden boats, which transformed Vineyard Haven harbor into a Mecca for wooden boat owners and enthusiasts. "Charlotte" is the story of a 50-foot gaff rigged schooner Nat builds for his family and friends.

May 10, 6:30 p.m.
An Apprentice Boat Builder in Japan
Members \$5; Nonmembers \$7

The Museum joins the Japan-America Society of Maine to present Douglas Brooks, boat builder, writer and researcher, to share his experiences as an apprentice boat builder in Japan. Since 1996, Doug has apprenticed with five different boat builders in Japan, a country with a rich history of traditional arts and crafts, and through his slide talk you will share his amazing journey.

Camp Time is Near

Survivor Castaway Camp (ages 6-11)
April 16 through 20
9 a.m. to 4 p.m.
(8 a.m. drop-off & 5 p.m. pick-up available)
Members \$200; nonmembers \$225;
\$25 early drop & late pick-up



It's time to make your reservations for Spring Break week. Each day, campers will "discover" a secret chest washed ashore on the unsettled banks of the Kennebec River containing the day's challenges, activities, games and crafts. They will learn survival skills, camp building, outdoor cooking with plenty of new games and activities to shake-off the winter.

Kennebec Explorers Camp (ages 6-11)
Sessions: June 25 to 29; July 23 to 27; August 20 to 24
9 a.m. to 4 p.m. (8 a.m. drop-off & 5 p.m. pick-up available)
(Per Session) Members \$200; nonmembers \$225;
\$25 early drop & late pick-up

This five-day camp will help foster your child's natural curiosity for history and science as campers explore the unique ecosystem and dynamic history of Merrymeeting Bay. Outdoor excursions, guided activities, and hands-on projects make this camp one of our most popular. This program is possible thanks to support from Merrymeeting Bay Trust and the collaborative efforts of Cathance River Education Alliance and the Kennebec Estuary Land Trust.

2012 Raffle Boat - Isle Au Haut Skiff

This year's raffle boat is a reproduction of a boat in the Museum's small craft collection, an original 1907 Isle Au Haut Skiff named *Tara*. Tickets are now available in the Museum Store and on the Museum website (Shop). Tickets are \$5 each or 5 for \$20.

An Isle Au Haut Skiff is a Whitehall-style pulling boat, aka a Cape Rosier Skiff, which is regarded for its seaworthiness and traditional appearance. It makes an excellent tender, and this boat is a joy to row.

The raffle boat, built in the Museum's Boatshop, was constructed with white oak keel, frames, breast-hook, seat risers, inwale and rubrail, as was the original. She is carvel planked in white-cedar and has a mahogany sheer plank and transom, and fastened using bronze screws throughout.

Don't miss this rare opportunity to own a beautiful Isle Au Haut Skiff for only \$5. Tickets can be purchased at the Museum, by calling 443-1316 or at MaineMaritimeMuseum.org.

Specifications:
L.O.A: 12 ft.
Beam: 4 ft. 2 in.
Weight: 200 lbs. (Approx.)



Giving to Maine Maritime Museum

Honor/Memorial Gifts

September 16, 2011 – January 19, 2012

In Honor of Mark Aukeman and Sandra Maggied

Anna Holzer

In Memory of Edmond G. Buron

Ted M. and Susan W. Sherman

In Honor of Erik O. Hansen

Robert and Margaret Gill

In Memory of Jean Colburn Ierardi

Laura I. Pugliese

In Honor of Gene Locklear

Beverly Baker

In Memory of George Lord

Pati Bingenheimer

In Memory of Louise M. Boyer

Estate of Louise M. Boyer

For information about making a Honor/Memorial gift call Randall Wade Thomas at (207) 443-1316, ext. 344.

Preserving Heritage: Sharing Stories

Members of the Captain W.J. Lewis Parker Leadership Society, who have indicated their intention to leave a gift to Maine Maritime Museum as part of their legacy, share their reasons for doing so.

by Elena Drake Vandervoort



Maine Maritime Museum has been part of most of my life.

My father, Frederick E. Drake, Jr., was one of the founders of the Museum, and I spent the summers of my college years working at 963 Washington Street. Harold Brown was the first curator and he, Nathan Lipfert and I were the “staff” along

with a host of volunteers.

The wealth of “treasures” that were given to the Museum in those early years was remarkable. So much had stayed in family homes, attics and cellars and the breadth of material we accessioned was staggering. That experience in museum administration led to my career as

Registrar of the Fogg Art Museum at Harvard.

When I married and moved to northern New Jersey, I had the luxury of doing extensive volunteer work – much of it in the arts and historic preservation – an obvious influence of the MMM experience.

When we returned to Bath in 1996, I was asked to serve as a Trustee of the Museum – a role I enjoyed for 15 years – and it was such a joy to see how the Museum had developed over its now 50-year history. The level of professionalism of the staff, the enthusiasm of the legion of volunteers and the obvious delight of the visitors from all over the world are an inspiration.

Maine Maritime Museum is not only a repository of a broad range of artifacts of the maritime history of Bath and, indeed, the entire State of Maine, but also has provided a significant economic boost to the mid-coast area.

In working on my estate planning over the last few years, I wanted to make sure that the Museum will benefit beyond the support I have been able to give during my lifetime. In a small way, this planned gift will help to insure that this outstanding institution is thriving for generations to come.

Welcome New and Rejoining Members

Mr. Jack Ahern
Mr. Greg Babine
Mr. John E. Baker
The Banger Family
Mr. James C. Bargerren and
Ms. Kit S. Jenkins
Mr. John Barrows
Mr. David Beaudet
Mr. Ron Berry
Mr. Mark Bloom and
Ms. Rebecca Kuprowicz
Mr. David Boynton and
Ms. Florence Grosvenor
Mr. Daniel A. Brazeau
Mr. and Ms. Roger E. Brooks, III
Mr. David Brown and Ms. Nancy Audet
The Brown Family
Ms. Meg Browne
Mr. and Mrs. Thomas Butler
Mr. Sean Callahan
Mr. Charles T. Clark
Mr. and Mrs. Gilmore N. Clark
Mr. Robert Parker Coffin
Col. and Mrs. James Collins
Mr. Frank J. Conahan
Mr. and Mrs. Michael Connelly
Mrs. Janice Desjardins-Heaton
Mr. Thomas J. Donovan
Mr. and Mrs. T. J. Dupree
Mr. Robert Eaton
Mr. Harold Edwards, Jr.
The Fish Family
Mr. Donald E. Franke
Mr. and Mrs. William S. Gardiner

Mr. Richard Gilbane
Mr. and Mrs. Robert Gill
The Glidden Family
Mr. David Goddu
Mr. Joel P. Greene and Ms. Ann T. Lisi
Ms. Zdenka Griswold and
Mr. Jack Griswold
Dr. Gordon Hafner &
Dr. Nancy Hafner
Mr. Leo Hallen
Ms. Ann Harrison
Mr. and Mrs. Alan Haverkamp
Mr. and Mrs. John D. Hernandez
Mr. Frank J. Heymann
Mrs. Barbara D. Hill
Dr. and Mrs. William E. Howell
Mr. and Mrs. Samuel Hull
Ms. Charleen Hurley
Mr. and Mrs. Mark Jaquith
Mr. and Mrs. Paul O. Johnson
Ms. Anne Joseph
Mr. William H. Judd III
Ms. Anita Kahl
Mr. Robert L. Kelleher
Mr. Daniel D. Kerbawy
Ms. Jill Kornrumpf and Mr. Mike Piasecki
Mr. and Mrs. Karl Lauenstein
Mr. Al Letellier
Mr. Watson Lohmann
Ms. Valerie Lovelace
Mr. and Mrs. Donald Ludgin
Mr. and Mrs. John MacKillop
Mr. and Mrs. Harold F. Mallette
The McElman Family

Mr. Kent Kadick and
Ms. Elizabeth McElrath
Mr. Ryan McKenna and Ms. Daisy Soriano
Ms. Antoinette L. Mercadante
Mr. Michael Mertaugh
The Rok Morin Family
Ms. Beth Morris
Ms. Heather J. Moulton and
Mr. James Estabrook
Mr. Anthony Muench
Mr. James Murphy
Ms. Anne C. Nichols
Mr. and Mrs. Bruce I. Nickerson
Mr. Richard Norris
Mr. Stephen S Norris
Mr. David R. Osborn
Ms. Aislinn Palmer
Mrs. Jayne C. Palmer
The Pashley Family
Mr. Michael B. Pine
The Ponziani Family
Mr. and Mrs. Roddy Powers
Ms. Leigh M. Preston
The Priest Family
Dr. Robert Reed
Mr. and Mrs. Philip Reynolds
The Riley Family
Ms. Jane Rogers
Mr. Bill Savedoff and Ms. Amy Smith
The Seaman Family
Mr. Robert Sellin and Ms. Natalie West
Dr. Dominic J. Sette-Ducati
Ms. Erin Shiells and Mr. Kevin Crosman
Mr. Michael Shook

Ms. Felicity Sidwell
The Simpson Family
Mr. and Mrs. Henry Simpson
Mr. and Mrs. Mark C. Smith
Mr. David L. Steed and Ms. Anne Morris
Ms. Sharon Steele
Ms. Joan Steiger
Mr. Emmett Sutton
Dr. David C. Switzer
Ms. Aude Tabet
Dr. and Mrs. Harold Tate
The Blanchard Family
The Cushing Family
The Gilbert Family
The Glendinning Family
The Gulden Family
The Hayford Family
The Hoagland Family
The Kaplinger Family
Mr. and Mrs. Simeon F. Thomas
Mrs. Harriet Tobin
Mr. and Mrs. Benjamin Tongue
Ms. Rachel Van Emon
Ms. Katharine J. Watson
The Wells Family
Mr. Len Westra
Mr. and Mrs. James Whittaker
Mr. Gregory A. Wiessner
Mr. and Mrs. Frank Williams
Mr. Daivd Witherill
Ms. Camilla Sewall Wood
Mr. Henry S. Woodbridge III
Dr. Gary Zartavian and Dr. Leah Zartavian
Mr. and Mrs. Kevin Zent

Celebrating Our Business Partners

Wright Express

Wright Express, who was a supporter of the PHM and MMM merge in 2010 and who, more recently, became a Business Partner, provides business payment processing and information management solutions to corporate customers around the globe.

Its fleet, corporate, prepaid and payroll card solutions offer customers financial tools to improve productivity and efficiency with unparalleled security and control of fleet expenses, in a broad range of business sectors.

Wright Express' business is focused on two areas — fleet payment solutions and corporate payment solutions. On the fleet side, Wright Express markets its services directly to fleets in North America and Australia and is an outsourcing partner for international oil companies, regional oil companies, leasing companies and distributors. Its corporate payment solutions include products that provide customers with payment processing solutions for their corporate purchasing and transaction monitoring needs, prepaid cards, and payroll cards.



Domestically, Wright Express has offices in South Portland, Maine, Salt Lake City, Utah and Louisville, Ky. Pacific Pride, a subsidiary located in Salem, Ore., is nationally recognized as the commercial fueling system leader, and subsidiary rapid! Paycard, based in Tampa, is a pay card benefit and electronic payroll solutions provider.

The company's international operations include offices in Melbourne and Sydney, Australia, Auckland, New Zealand, and Guildford, England. Wright Express Australia Fuel Card is Australia's largest multi-branded fuel card issuer and Wright Express Australia Prepaid is the leading processor of prepaid cards in Australia.

"The Maine Maritime Museum is a great asset," said Frank Douglass, Wright Express Assistant Treasurer. "Many of our employees take advantage of its programs and facilities. The benefits associated with a Maine Maritime Museum Corporate sponsorship are among the most accessed and appreciated by Wright Express employees."

Support these Business Partners who support MMM

Anchor (\$5,000)

Bath Iron Works,
A General Dynamics Company
Bath Savings Institution
Cianbro
Reed & Reed

Quarterdeck (\$2,500)

Norton Insurance & Financial Services

Mast (\$1,000)

Atlantic Motorcar Services
BEK Inc., Computer Network
Design and Service
Carl. A. Bickford, Inc.
Chesterfield Associates, Inc.
Downeast Energy
Downeast Windjammers Cruises
Hampton Inn Bath
Holiday Inn Bath
Lane Construction Corporation
Maine Lobster Direct
North & Co., Personal Financial Advisor
Piper Shores
R.M. Davis, Inc.
Wright Express
Yale Cordage, Inc.

Rudder (\$500)

Anchor Capital Advisors LLC
Cross Insurance
Greater Brunswick Physical Therapy
Hap Moore Antiques Auctions
The Highlands
Homes & Harbors Property Management
Pineland Farm Natural Meats
Sagadahock Real Estate Assoc.
Strouts Point Wharf Company
Thomaston Place Auction Galleries
Thornton Oaks Retirement Community

Galley (\$300)

Androscoggin Dental Care
111 Maine Catering

Ames True Value Wiscasset
Anna's Water's Edge Restaurant
Admiral Steakhouse
Bailey Island Motel
Barba + Wheelock Architecture
& Preservation
Bash! Events & Catering
Beale Street Barbeque
Belle Fete Events & Catering
Bert's Oil Service, Inc.
BFC Marine
Boothbay Lobster Wharf
Brewster House Bed & Breakfast
Brunswick Boat Works
Byrnes' Irish Pub
The Cabin Restaurant
Cook's Lobster House
Cottage Connection of Maine
Coveside Bed and Breakfast
CVC Catering Group
David Jones Yacht Brokerage
DiMillo's On the Water
Doyle Builders
El Camino Cantina
Fiona's Catering
Flagship Inn
Frohmler Construction, Inc.
The Galen C. Moses House B & B
Gilman Electrical Supply
Halcyon Yarn
Harbour Towne Inn
Hardy Boat Cruises
Harraseeket Inn
Henry and Marty Restaurant, Catering
Hilton Garden Inn Freeport
Holden Agency Insurance
The Inn at Bath
J.R. Maxwell & Company
Kennebec Catering Company
Kennebec Tavern & Marina
Land's End Gift Shop
Lie-Nielsen Toolworks

Lisa Marie's Made in Maine
Local Sprouts Cooperative
Mae's Café & Bakery
Maine Lobstermen's Association
Monhegan Boat Line
The Mooring Bed & Breakfast
Morton Real Estate
M.W. Sewall
New England Tent and Awning
New Meadows Marina
Now You're Cooking
Optimus Group Solutions, LLC
O'Hara Corporation
Phil's Route 27 Lobster Rolls
Portland Schooner Co.
Red's Eats
River Run Tours
Rob Williams Real Estate
Rocktide Inn
Rogers ACE Hardware
Sarah's Café & Twin Schooner Pub
Schooner Eastwind
Schooner Heritage
Schooner Lewis R. French
Schooner Stephen Taber
Seacoast Catering and Lobster Bakes
SeaMore Kennebec
Sebasco Harbor Resort
Sharon Drake Real Estate
Shelter Institute
Simply Elegant Catering
Sitelines, PA
Soggy Dog Designs Photography
Solo Bistro Bistro
Soule, Soule & Logan
Starlight Café
Topside Inn
Vigilant Capital Mgmt. LLC
White Cedar Inn
Winters Gone Farm & Alpaca Store
Wiscasset Motor Lodge
Woodex Bearing Company, Inc

Binnacle (\$100)

Our non-profit partners

The Apprenticeshop
Bath Area Family YMCA
Big Brothers Big Sisters Brunswick/Bath
Boothbay Harbor One Design Assoc.
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The Theater Project
Wawenock Sail & Power
Wiscasset, Waterville & Farmington
Railway Museum
Wolfe's Neck Farm

To learn more about the Business Partner Program contact Randall Wade Thomas at (207) 443-1316, ext. 344 or email her at wadethomas@maritimeme.org.

Welcome to New Volunteers

Library

Frank Heymann

Gallery

Alfred W. Tyrol

Boatshop

John Hall

Stephen W. Dorey

P&S Tour Guide

John Ross

Bill Gruener

Library Archives

Tony Norman

2012 Volunteer Calendar of Events

Mar. 14 Volunteer Breakfast

April 4 Volunteer Open House

April 13 New Volunteer Orientation
Volunteer Training Begins

May 12 Spring Quartermasters Day

June 13 Volunteer Picnic

Sept. 5 Volunteer Cruise

Oct. 13 Fall Quartermasters Day

Oct. 17 Annual Wrap-Up Meeting

Nov. 14 Volunteer Recognition Party

Annual Volunteer Breakfast

Wednesday, March 14

8:30 a.m. to 10:30 a.m.

Long Reach Hall

Program includes Bath Iron Works
update on the DDG 1000 *Zumwalt*
Program

RSVP by March 9

Let's all Celebrate MMM's Anniversary

To commemorate its 50th Anniversary Year, Maine Maritime Museum will be participating in a number of festivals and events during the upcoming season, such as the Yarmouth Clam Festival, Windjammer Days in both Rockland and Boothbay Harbor, and Maine Boats, Homes & Harbors Show in Camden. In addition, there will be special events here at the Museum. Be a part of the excitement and volunteer to help staff the Museum's participation. Let the Volunteer Office know now! Call Ann at 443-1316 Ext. 350 or e-mail her at harrison@maritimeme.org.



To recognize MMM's anniversary, Heritage Days in Bath will have a maritime theme in 2012.

Items needed for 3rd Annual Yard Sale, May 12

Maine Maritime Museum will hold its annual yard sale, Saturday, May 12, from 9 a.m. to 2 p.m. during Spring Quartermaster's Day. Proceeds from the sale help fund the Museum's Volunteer Program that provides guides for the shipyard tours, staffing for the boat shop, docents for the Donnell House and the *Sherman Zwicker*, Greeters during the tourist season, and for many other tasks that volunteers accomplish in and around the Museum.

Museum members as well as Volunteers will be contacted to ask for donations of goods and services for the sale. During past yard sales the most popular items have included books, tools, clothing, small water craft, maritime related items, sporting goods and office equipment. Although all donations will be considered for inclusion in the sale, televi-



sions, computer monitors or broken and/or non-functioning electric/electronic items cannot be accepted. Receipts will be provided for tax purposes if requested.

Donations for the sale will be accepted at the Education Building, opposite the *Snow Squall* exhibit, Monday through Friday, April 30 through May 4, 10 a.m. to 1 p.m. each day.

Your 2012 Volunteer Council

The Volunteer Council meets five times a year to provide direction to the Volunteer Program on a year-round basis.

Connie Lewis Hooker (*Interim Chair*) 6th year council. Volunteer 15 years: P&S Tour Guide; *Sherman Zwicker*.

Peter Dublin (*Library*) 1st year council. Volunteer 1 year: Library; Greeter; co-chair Yard Sale.

Jan Cellana (*Hospitality*) 1st year council. Volunteer 2 years: Greeter; Hospitality.

Chet Hopkins (*Waterfront*) 2nd year council. Volunteer 6 years: Library.

Nick Locsin (*Administration*) 1st year council. Volunteer 2 years: Boatshop; Administrative; co-chair Yard Sale.

George Lyons (*Boatshop*) 1st year council. Volunteer 1 year: Boatshop; Victorian Christmas.

Mary Earl Roger (*Donnell House*) 1st year council. Volunteer 7 years: Donnell House; Victorian Christmas.

Peter Stackpole (*Maintenance*) 2nd year council. Volunteer 3 years: Maintenance.

Mary Weinberg (*Greeters*) 2nd year council. Volunteer 6 years: Greeter; Greeter training; special events.

Nancy Wilkes (*Curatorial*) 2nd year council. Volunteer 4 years.

Why I Volunteer

by Peter Dublin



In late fall 2010, I found myself on my couch. I had intended to retire on December 1 that year, but a mis-step in September sent me to the hospital and on an extended road to rehab. By the end of December I had had enough of sitting around the house. Volunteering was always something that I had intended to do in retirement, but the trick was to figure out what I could do and for what organization.

It really did not require a lot of thought to focus on the Museum. My first visit had been as an out of town visitor back in 1980 when 963 Washington Street served as the headquarters. I had been impressed with the exhibits and, although I had limited boating experience, had long been interested in maritime history. Shortly after my wife Susan and I moved to Bath we became members. The “new” facility was pretty amazing.

So, the Museum seemed like a logical place to look for a volunteer gig. I contacted the Museum’s Volunteer Coordinator Ann and soon started working in the library for Nathan, the Senior Curator. And when the summer season began, I took on a regular shift as a Greeter.

The experience has been overwhelmingly positive. To begin with, it did not take long to realize what a committed and enthusiastic roster of volunteers was involved. It also became clear pretty early on that without the volunteers it would likely be impossible for the Museum to continue to operate. There is no question in my mind that it is vital to continue to support the Museum as a valuable resource, not only for Bath and the State of Maine, but also for the wider community interested in maritime history and affairs.

One indicator of that fact is the reaction of those folks “from away” who tour the Museum during the season. The comments are always positive and I have had – as have other Greeters – some pretty interesting discussions with many of the visitors. It is very gratifying to be part of something positive; I hope that my small contribution of time and energy brings as much of a benefit to MMM as the association has brought to me.

VC’s Note: Peter has been with the Museum for about a year. His positive attitude is catching – and his capacity to accept assignments with immense grace has been instructive. Now a member of the Volunteer Council, Peter is also co-chairing the Annual Yard Sale while representing Library Volunteers.



Alfred Tyrol of Brunswick, a graduate of Pratt Institute in New York, captures in watercolor the 19th century weathervane displayed outside the Crooker Gallery. He will be painting several items in the Museum with his next project being to render a watercolor of “The Great Patience.”

by Philip C. Blauvelt

I have two favorite artifacts at the Museum – the Charles Ward steam engine and the Seguin engine. Both are holdovers from the days of reciprocating steam, when steam powered the vessels of the world. While both engines intrigue me, the Ward engine holds the edge since I spent the better part of a year helping to restore it.

The Charles Ward steam engine represents a major propulsion system that moved coastal and seagoing transportation systems in the U.S. through the late 19th century and early 20th century, culminating in the Liberty Ships of WW II and their large triple expansion engines.

Starting in May 2010, I joined Bob McEvoy in preparing the Ward engine – which at the time was a conglomeration of rusty, dirty assemblies – for public viewing. We disassembled it, cleaned, scraped, and pressure washed most of its parts. Some of the larger parts were sent out to be cleaned or sandblasted and painted.

Due to the engine’s weight, the floor under the exhibit area had to be reinforced before we could begin reassembly. In September 2010, everything moved upstairs into the Sewall Hall gallery for reassembly. A large portable hydraulic lift was brought in to put the base and head into place. Then, with the help of John Way, David Bellows, Chris Hall and the Wednesday Boys, among others, and with much entertainment for the staff in the Gift Shop, the engine was reassembled, piece by piece. We achieved our goal of having the drive system installed in time for Symposium 2011. The project required many hours of service from volunteers and outside businesses to complete.

As a retired Chief Engineer, I can almost hear the sounds of the engine room and smell the odor of steam and oil, while watching the engine turn.

For me, it was a truly enjoyable year. Thanks for the privilege of working on such a wonderful project.

VC’s Note: Phil has been a volunteer with Maine Maritime Museum for four years, at times working with the Maintenance Department and at others, with the Curatorial Dept. – depending upon where his expertise is most needed. A graduate of SUNY Maritime College, he spent a 30-year career as a Licensed Chief Engineer in the U.S. Coast Guard. Phil worked tirelessly every day for nearly a year on the Ward steam engine – so that visitors can bring it back to simulated life with the press of a button.



The Puzzler



Close but no closure

No definitive answer has surfaced for the Puzzler in the Fall issue, but the possibilities have been greatly narrowed. New Museum member Charles Clark inspired further in-house research, which led to the conclusion that the shipyard pictured is the Sewall yard, probably Arthur Sewall & Co., because both the visible buildings and the scenery cross river match with other identified photographs of that yard. Unfortunately, the Sewalls built 13 three-mast schooners, but there are no photos of most of them or nothing that is easily comparable with the ship in the picture. However, the possibilities have been narrowed to four strong candidates: *Carrie S. Bailey*, launched January 10, 1878; *B. L. Burt*, launched December 5, 1881; *Alice Archer*, launched December 19, 1882; and *Tofa*, launched January 14, 1891. Because of the snow visible in the picture, none of the other nine are good prospects. Perhaps *Kate Markee*, launched November 16, 1880, and *Ada Bailey*, launched November 4, 1884, are outside possibilities, but November snowfalls are statistically less likely.

Pond'er This One

This photograph, part of a 1993 gift from Dr. Charles E. Burden, was purchased in an antique shop or flea market somewhere in Maine. The old timer in the photo appears to be making some interesting pond models. He has made a waterline-type display stand for the latest sloop model, very similar to some models in our collection at the Museum. Any information on the gentleman might help in two ways – identifying this photograph, and possibly identifying the builder of models in our objects collection.

It appears that the models in the picture are pond models because the unfinished hull on the floor is made so that a working rudder post with tiller can be installed. The sloop model in the foreground has a plumb stem, popular in late-19th-century yachts, both in the U.S. and Europe. Some Maine boat builders even built fishing sloops with bows like this. However, the placement of the mast and the cuddy so far aft could lead to the conclusion that the shop is in England or in continental Europe. Another clue could be the old gent's headgear, which is an unfamiliar style to the curatorial staff.

If anything in the photograph is familiar to you, please contact senior curator Nathan R. Lipfert, 207-443-1316, ext. 328, or lipfert@maritimeme.org or drop a card in the mail.



Joining or Renewing – Quick, Easy and Secure

Becoming a Museum member, renewing or upgrading your membership or purchasing a membership for someone else now takes only a few minutes on the new Museum website.

Simply go to the Museum homepage and select Join from the quick links at the upper right of the page or in the SUPPORT drop-down menu on the blue main navigational bar that crosses the page above the photos. Then click on the Online Application link on the Join/Renew page.

Fill in the information sheet and click on Submit. You'll then be taken to the payment form to complete the transaction. You can pay by credit card or by e-check.

Your application will arrive at the Museum in the blink of an eye, and the Museum staff will begin processing the information or contact you if additional information is needed.

You should receive your new Museum membership card(s) within 7 to 10 days. Please allow more time for international delivery. Of course, you can start enjoying the benefits of membership immediately, even before the cards arrive. Just inform the Admissions staff when you arrive; your membership will be confirmed and that's it – you're on board.